

Senate Bill 332

By: Senators Thompson of the 5th, Stoner of the 6th, Henson of the 41st, Davenport of the 44th and Reed of the 35th

A BILL TO BE ENTITLED
AN ACT

To amend an Act known as the "Metropolitan Atlanta Rapid Transit Authority Act of 1965," approved March 10, 1965 (Ga. L. 1965, p. 2243), as amended, so as to allow a transportation services contract to authorize the extension of or addition to the Authority's existing rapid rail system; to provide for an effective date; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

An Act known as the "Metropolitan Atlanta Rapid Transit Authority Act of 1965," approved March 10, 1965 (Ga. L. 1965, p. 2243), as amended, is amended by revising subsection (a) of Section 24A as follows:

"SECTION 24A.

Transportation services contracts.

(a) Notwithstanding the provisions of Section 24 of this Act or any other provision of this Act, the Authority may execute a transportation services contract with any county, municipality, special tax or community improvement district, political subdivision of this state, or any combination thereof being or lying within the counties of Clayton, Cobb, DeKalb, Fulton, or Gwinnett, to provide public transportation services, facilities, or both, for, to, or within such county, municipality, district, subdivision, or combination thereof. A transportation services contract executed pursuant to this Section:

(1) Shall not be a ~~rapid transit~~ contract subject to the conditions established ~~therefor~~ in Section 24 of this Act;

(2) May not utilize a method of financing those public transportation services or facilities provided under the contract which involves:

(A) The issuance of bonds under subsection (c) of Section 24 of this Act;

(B) The levy of the special retail sales and use tax described and authorized in Section 25 of this Act; or

(C) Both methods described in subparagraphs (A) and (B) of this paragraph;

(3) May ~~not~~ authorize the construction of any extension of or addition to the Authority's existing rapid rail system; and

(4) Shall require that the costs of any transportation services and facilities contracted for, as determined by the Board of Directors on the basis of reasonable estimates, allocations of costs and capital, and projections shall be borne by one or more of the following:

(A) Fares;

(B) Other revenues generated by such services or facilities; and

(C) Any subsidy provided, directly or indirectly, by or on behalf of the public entity with which the Authority contracted for the services and facilities."

SECTION 2.

This Act shall become effective upon its approval by the Governor or upon its becoming law without such approval.

SECTION 3.

All laws and parts of laws in conflict with this Act are repealed.